

CITY OF FREMONT
STANDARD CONSTRUCTION NOTES
FOR IMPROVEMENT PLANS

GENERAL NOTES:

1. ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE CITY OF FREMONT STANDARD DETAILS AND SPECIFICATIONS.
2. AN ENCROACHMENT PERMIT IS NEEDED FOR ANY WORK WITHIN THE PUBLIC RIGHT-OF-WAY OR EASEMENTS.
3. APPROVAL OF THESE PLANS DOES NOT RELIEVE THE DEVELOPER OF THE RESPONSIBILITY FOR THE CORRECTION OF MISTAKES, ERRORS OR OMISSIONS.
4. THE CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR WORKING CONDITIONS ON THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL NOT BE LIMITED TO NORMAL WORKING HOURS. WORK SHALL NOT BEGIN UNTIL ADEQUATE TEMPORARY BARRICADES, BARRIERS, FENCES, WARNING, AND CONTROL DEVICES ARE IN PLACE.
5. THE CONTRACTOR SHALL BE RESPONSIBLE TO REPAIR OR REPLACE ANY EXISTING IMPROVEMENTS SUCH AS CURB AND GUTTER, PAVEMENT AND FENCES, OR UNDERGROUND UTILITIES DAMAGED BY THE CONTRACTOR OR THEIR SUBCONTRACTORS OR MATERIAL SUPPLIERS, TO THE SATISFACTION OF THE CITY ENGINEER AND OWNER OF THE DAMAGED EXISTING IMPROVEMENTS.
6. EXISTING INTERCONNECT CABLE AND CONDUIT SHALL NOT BE DISTURBED AND SHALL REMAIN OPERATIONAL. IF DAMAGED, THE CONTRACTOR SHALL REPAIR CONDUIT AND REPLACE CABLE (FROM CABINET TO CABINET WITHOUT SPLICING) AT THE CONTRACTOR'S EXPENSE.
7. EXISTING STRIPING, MARKINGS, PAVEMENT MARKERS, LANDSCAPING, IRRIGATION, CURBS, SIDEWALK, ETC. DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED IN KIND AT NO ADDITIONAL COST TO THE CITY.
8. ALL KNOWN WELL LOCATIONS FOR THIS PROJECT HAVE BEEN INCLUDED AND SUCH WELLS SHALL BE MAINTAINED OR ABANDONED ACCORDING TO CURRENT REGULATIONS ADMINISTERED BY THE ALAMEDA COUNTY WATER DISTRICT.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR REQUIRED INSPECTIONS AND SHALL PROVIDE NOTIFICATION 48 HOURS IN ADVANCE TO THE CITY INSPECTOR, CITY ENGINEER, SOILS ENGINEER, AND ANY OTHER REQUIRED PUBLIC AGENCY.
10. THE CONTRACTOR SHALL MAINTAIN INGRESS AND EGRESS OF PRIVATE PROPERTY ADJACENT TO THE WORK THROUGHOUT THE PERIOD OF CONSTRUCTION.
11. ALL INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO TREES, BOXES, VALVES, LATERALS, INLETS, CLEANOUTS, MAINTENANCE HOLES, ELECTROLIERS, PIPING, IRRIGATION, AND JOINT TRENCH SWEEPS SHALL BE STAKED TO AVOID CONFLICTS DURING CONSTRUCTION.
12. THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE RESPECTIVE UTILITY COMPANIES AND AFFECTED AGENCIES FOR VERIFICATION OF LOCATION AND DEPTHS OF EXISTING

UTILITIES. CONTRACTOR SHALL CONTACT UNDERGROUND SERVICE ALERT AT (800) 227-2600 FOR LOCATION OF UNDERGROUND UTILITIES AT LEAST TWO WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

13. CONTRACTOR TO SUBMIT TO CITY TRAFFIC CONTROL PLAN, DESIGNED AND STAMPED BY A REGISTERED TRAFFIC OR CIVIL ENGINEER IN THE STATE OF CALIFORNIA TEN DAYS PRIOR TO LANE CLOSURE IN ACCORDANCE WITH THE LATEST ADDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND STANDARD PLANS.

14. CONSTRUCTION HOURS FOR SINGLE-FAMILY RESIDENTIAL ADDITIONS/ALTERATIONS WILL BE LIMITED IN ACCORDANCE WITH SECTION 8-2205 OF THE FREMONT MUNICIPAL CODE TO THE FOLLOWING:

7 A.M. TO 7 P.M. MONDAY THROUGH FRIDAY
9 A.M. TO 6 P.M. SATURDAY AND HOLIDAY
NO CONSTRUCTION ACTIVITY ALLOWED SUNDAY

CONSTRUCTION HOURS WITHIN 500' OF RESIDENCES, LODGING FACILITIES, NURSING HOMES, OR INPATIENT HOSPITALS SHALL BE PLACED ON AN ALL-WEATHER NOTICE BOARD (FORMAT AND CONTENT SPECIFIED BY CITY) CONSPICUOUSLY PLACED ADJACENT TO THE MOST VISIBLE RIGHT-OF-WAY FOR THE DURATION OF THE CONSTRUCTION ACTIVITY AND WILL BE LIMITED IN ACCORDANCE WITH SECTION 8-2205 OF THE FREMONT MUNICIPAL CODE TO THE FOLLOWING:

7 A.M. TO 7 P.M. MONDAY THROUGH FRIDAY
9 A.M. TO 6 P.M. SATURDAY AND HOLIDAY
NO CONSTRUCTION ACTIVITY ALLOWED SUNDAY

CONSTRUCTION HOURS NOT WITHIN 500' OF RESIDENCES, LODGING FACILITIES, NURSING HOMES, OR INPATIENT HOSPITALS SHALL BE PLACED ON AN ALL-WEATHER NOTICE BOARD (FORMAT AND CONTENT SPECIFIED BY CITY) CONSPICUOUSLY PLACED ADJACENT TO THE MOST VISIBLE RIGHT-OF-WAY FOR THE DURATION OF THE CONSTRUCTION ACTIVITY AND WILL BE LIMITED IN ACCORDANCE WITH SECTION 8-2205 OF THE FREMONT MUNICIPAL CODE TO THE FOLLOWING:

6 A.M. TO 10 P.M. MONDAY THROUGH FRIDAY
8 A.M. TO 8 P.M. WEEKEND AND HOLIDAY

FURTHERMORE, LOUD NOISES NO GREATER THAN 86 DBA AT A DISTANCE OF 50 FEET SHALL NOT OCCUR BEFORE 8 A.M. ON WEEKDAYS AND NOT AT ALL ON WEEKENDS. THE HOURS OF CONSTRUCTION MAY BE MODIFIED BY THE COMMUNITY DEVELOPMENT DIRECTOR UPON A DETERMINATION THAT UNUSUALLY LOUD CONSTRUCTION ACTIVITIES ARE HAVING A SIGNIFICANT IMPACT ON THE NEIGHBORS. FAILURE TO COMPLY WITH THE ABOVE-DESCRIBED HOURS OF OPERATION MAY RESULT IN WITHHOLDING OF INSPECTIONS AND POSSIBLE CONSTRUCTION PROHIBITIONS, SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY ENGINEER. A SIGN SHALL BE POSTED ON-SITE WITH THE HOURS OF OPERATION AND A TELEPHONE NUMBER OF THE PERSON TO BE CONTACTED IN THE EVENT OF ANY VIOLATIONS AND SHALL BE PURCHASED AT THE DEVELOPMENT SERVICE COUNTER.

15. PRIOR TO THE ISSUANCE OF ANY PERMIT FOR VERTICAL CONSTRUCTION, THE CONTRACTOR SHALL COMPLY WITH CALIFORNIA FIRE CODE ARTICLE 87, FIRE SAFETY DURING CONSTRUCTION, ALTERATION OR DEMOLITION OF A BUILDING.

16. PROVIDE AN ALL WEATHER SURFACE AS APPROVED BY THE FIRE MARSHALL FOR EMERGENCY VEHICLE ACCESS WITHIN 150 FEET OF ALL CONSTRUCTION OR COMBUSTIBLE STORAGE. THIS ACCESS SHALL BE PROVIDED BEFORE ANY CONSTRUCTION OR COMBUSTIBLE STORAGE WILL BE ALLOWED. (UFC 902.2.1)
17. PROVIDE REQUIRED FIRE FLOW (HYDRANTS) ON SITE PRIOR TO CONSTRUCTION OR STORAGE OF COMBUSTIBLE MATERIALS. FIRE HYDRANT JUMPER LINES MUST BE AT LEAST 6 INCHES IN DIAMETER. THIS MUST BE COMPLETED AND INSPECTED BEFORE ANY CONSTRUCTION OR MATERIAL STORAGE WILL BE ALLOWED. (UFC 903.2 & APPENDIX)
18. PRIOR TO MOVING ANY MATERIAL TO OR FROM THE SITE THE CONTRACTOR SHALL OBTAIN APPROVAL FOR HAUL ROUTE FROM THE CONSTRUCTION DIVISION INSPECTOR. IF THE APPROVED HAUL ROUTE IS OFF OF THE CITY STANDARD TRUCK ROUTE, THE CONTRACTOR SHALL INFORM THE TRAFFIC UNIT OF THE POLICE DEPARTMENT AT (510) 290-6760. IF OVERSIZED VEHICLE IS TO BE USED, CONTACT THE TRANSPORTATION AND OPERATION DIVISION AT (510) 494-4713 FOR A REQUIRED TRANSPORTATION PERMIT.
19. SHOULD ANY HUMAN REMAINS OR HISTORICAL OR UNIQUE ARCHAEOLOGICAL RESOURCES BE DISCOVERED DURING CONSTRUCTION, THE PROVISIONS OF CEQA GUIDELINES, SECTION 15064.5.(E) AND (F) SHALL BE FOLLOWED TO REDUCE IMPACTS TO A NON-SIGNIFICANT LEVEL. IN THE EVENT OF DISCOVERY OF HUMAN REMAINS DURING MONITORING OR CONSTRUCTION, THERE SHALL BE NO FURTHER EXCAVATION OR DISTURBANCE OF THE SITE OR ANY NEARBY AREA REASONABLY SUSPECTED TO CONTAIN ADJACENT REMAINS. SPONSOR SHALL NOTIFY THE ALAMEDA COUNTY CORONER WHO SHALL MAKE A DETERMINATION AS TO WHETHER THE REMAINS ARE NATIVE AMERICAN. IF THE CORONER DETERMINES THAT THE REMAINS ARE NOT SUBJECT TO HIS OR HER AUTHORITY, S/HE SHALL NOTIFY THE NATIVE AMERICAN HERITAGE COMMISSION, WHO WILL ATTEMPT TO IDENTIFY DESCENDANTS OF THE DECEASED.
20. ALL STREET MONUMENTS AND/OR CORNER PIPES SHOWN ON THE PLANS AND/OR CONCURRENTLY RECORDED TRACT SHALL BE SET PRIOR TO ACCEPTANCE OF IMPROVEMENTS.
21. THE CONTRACTOR SHALL NOT DESTROY ANY PERMANENT SURVEY POINTS WITHOUT THE CONSENT OF THE CITY ENGINEER. ANY PERMANENT MONUMENTS OR POINTS DESTROYED SHALL BE REPLACED IN ACCORDANCE TO THE PROFESSIONAL LAND SURVEYOR'S ACT.
22. MYLAR COPY AND AN ELECTRONIC VERSION (.PDF AND .TIF ON DVD MEDIA) OF IMPROVEMENT PLANS REVISED TO REFLECT "RECORD DRAWINGS" CONDITIONS BY THE ENGINEER OF RECORD SHALL BE SUBMITTED TO CITY AND APPROVED BY THE CITY ENGINEER PRIOR TO FINAL ACCEPTANCE OF WORK.
23. A CERTIFICATION BY A LICENSED CIVIL ENGINEER AND/OR LICENSED LANDSCAPE ARCHITECT THAT THE POST-CONSTRUCTION STORMWATER QUALITY MEASURES WERE INSTALLED AND ARE OPERATING PROPERLY SHALL BE SUBMITTED TO THE CITY AND APPROVED BY THE CITY ENGINEER PRIOR TO FINAL ACCEPTANCE OF WORK.
24. IF THIS PROJECT IS AN ACCESSIBLE SITE, THE PROJECT SITE SHALL BE HANDICAPPED ACCESSIBLE IN COMPLIANCE WITH THE CITY OF FREMONT ADOPTED CODES AND ORDINANCES. THE ACCESSIBLE ROUTE OF TRAVEL BETWEEN APPLICABLE BUILDINGS, ACCESSIBLE SITE FACILITIES, AND PARKING AREAS ARE TO BE DESIGNED AND DETAILED PER CHAPTER 11A OF THE 2001 CALIFORNIA BUILDING CODE. PROVIDE

ACCESSIBLE ROUTES OF TRAVEL WITH MAXIMUM 5% SLOPES IN DIRECTION OF TRAVEL AND MAXIMUM 2% CROSS SLOPES.

GRADING NOTES

1. ANY DISPOSAL SITE WITHIN THE CITY OF FREMONT FOR THE OFF-SITE HAUL DIRT MATERIALS OR SOURCE FOR THE IMPORT FILL WITHIN THE CITY OF FREMONT SHALL BE APPROVED BY THE CITY PRIOR TO THE COMMENCEMENT OF GRADING.
2. TO MINIMIZE AIR QUALITY IMPACTS OF GRADING AND CONSTRUCTION, THE FOLLOWING MITIGATION MEASURES SHALL BE INCORPORATED INTO THE PROJECT:
 - A. DUST GENERATED ON THE PROJECT SITE SHALL BE CONTROLLED BY WATERING OR APPLYING APPROVED DUST PALLIATIVE ON ALL EXPOSED AREAS AT LEAST TWICE DAILY DURING EXCAVATION, AND ESPECIALLY DURING CLEARING AND GRADING OPERATIONS. ADDITIONAL WATERING ON WINDY OR HOT DAYS IS REQUIRED TO FURTHER REDUCE DUST EMISSIONS;
 - B. DURING CONSTRUCTION, ACTIVITIES INVOLVING EARTH MOVING OR TRAVEL ON UNPAVED SURFACES SHALL BE DISCONTINUED WHEN WIND SPEEDS EXCEED 20 M.P.H., TO PREVENT EXCESSIVE GENERATION OF DUST;
 - C. PAVING SHALL BE COMPLETED AS SOON AS PRACTICABLE TO REDUCE THE TIME THAT BARE SURFACES AND SOILS ARE EXPOSED. IN AREAS WHERE CONSTRUCTION IS DELAYED FOR AN EXTENDED PERIOD OF TIME, THE GROUND SHALL BE RE-VEGETATED TO MINIMIZE THE GENERATION OF DUST;
 - D. A PERSON SHALL BE DESIGNATED TO OVERSEE THE IMPLEMENTATION OF THE DUST CONTROL PROGRAM MENTIONED ABOVE.
3. GRADING OPERATIONS SHALL BE OBSERVED BY AN ENGINEER REGISTERED IN THE STATE OF CALIFORNIA TO DO SUCH WORK. CITY STAFF SHALL ASSUME INSPECTION RESPONSIBILITY FOR STREET GRADING AT A POINT SIX INCHES BELOW PLANNED SUBGRADE, SUBJECT TO THE REVIEW AND APPROVAL OF THE CITY ENGINEER.
4. UNDERCUTTING ALL PUBLIC OR PRIVATE STREETS IS NOT ALLOWED BY THE CITY OF FREMONT.
5. SEPARATE BUILDING PERMITS ARE REQUIRED FOR CONSTRUCTION OF ALL RETAINING WALLS.

TREE PRESERVATION NOTES

1. REMOVAL OF EXISTING TREES WITHIN THE DEVELOPMENT IS SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT OF THE CITY OF FREMONT.
2. TREE PRESERVATION MEASURES MUST BE IN PLACE BEFORE CONSTRUCTION, DEMOLITION AND/OR GRADING ACTIVITIES COMMENCE. CITY OF FREMONT WILL STOP CONSTRUCTION IF TREE PRESERVATION MEASURES ARE NOT IN PLACE AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

3. TREES CALLED OUT FOR PRESERVATION SHALL BE FENCED AT THE DRIPLINE. FENCING MAY OCCUR AT THE COMBINED DRIPLINES OF GROVES OF TREES. PLACE 3 INCH BARK MULCH BENEATH DRIPLINES OF TREES TO BE PRESERVED.
4. FENCING SHALL BE 6 FEET TALL CHAIN LINK FENCING WITH STEEL POSTS EMBEDDED IN THE GROUND.
5. NO GRADING SHALL OCCUR WITHIN THE DRIPLINES/FENCED AREA OF EXISTING TREES.
6. NO CONSTRUCTION MATERIALS OR CONSTRUCTION VEHICLES MAY BE STORED WITHIN THE DRIPLINES/FENCED AREA OF EXISTING TREES.
7. CONSTRUCTION VEHICLES OR MACHINERY MAY NOT PASS BETWEEN TWO OR MORE EXISTING TREES IDENTIFIED FOR PRESERVATION IF THEIR CANOPIES ARE WITHIN 10 FEET OF TOUCHING. ADDITIONAL FENCING MAY BE REQUIRED BY THE CITY OF FREMONT TO ENFORCE THIS.
8. THE CONTRACTOR IS REQUIRED TO HAVE AN ARBORIST CERTIFIED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) ON SITE IF SITE CONSTRUCTION EFFORTS REQUIRE REMOVAL OF EXISTING ROOTS OR BRANCH PRUNING.
9. UNAUTHORIZED TREE REMOVAL IS SUBJECT TO REPLACEMENT EQUAL TO THE APPRAISED VALUE OF THE TREE LOST.
10. THE CONTRACTOR IS REQUIRED TO WATER, FERTILIZE AND ATTEND TO OTHER MAINTENANCE NEEDS OF EXISTING TREES TO MAINTAIN HEALTHY GROWTH THROUGHOUT THE CONSTRUCTION PERIOD. AN EARTH BERM MEASURING MINIMUM 6 FEET IN DIAMETER, AND 6 INCHES IN HEIGHT SHALL BE CONSTRUCTED AT THE BASE OF EACH TREE TO FUNCTION AS A TEMPORARY WATERING BASIN DURING THE CONSTRUCTION PERIOD. TREES SHALL BE WATERED ACCORDING TO WEATHER AND TREE SPECIES REQUIREMENTS.
11. IF TREES ARE BEING RELOCATED: RELOCATION OF EXISTING TREES SHALL OCCUR UNDER THE OBSERVATION AND DIRECTION OF A CERTIFIED ARBORIST APPROVED BY THE CITY OF FREMONT.
12. TRUNK WRAP PROTECTION SHALL OCCUR FOR TREES SITUATED IN SMALL TREE WELLS OR SIDEWALK PLANTERS. THIS FORM OF PROTECTION WILL BE ALLOWED BY APPROVAL FROM SENIOR LANDSCAPE ARCHITECT ONLY. REFER TO LSD-10.

EROSION & SEDIMENT CONTROL NOTES

1. ALL CONSTRUCTION ACTIVITIES SHALL BE PERFORMED IN CONFORMANCE WITH THE STORM WATER POLLUTION PREVENTION PLAN FOR THIS PROJECT AND AS REQUIRED BY THE STATE OF CALIFORNIA WATER RESOURCES CONTROL BOARD ORDER R2-2003-0021 AND NPDES PERMIT NO. CAS 0029831.
2. THE DEVELOPER IS RESPONSIBLE FOR ENSURING THAT ALL CONTRACTORS AND SUBCONTRACTORS ARE AWARE OF ALL STORM WATER QUALITY MEASURES AND IMPLEMENT SUCH MEASURES. FAILURE TO COMPLY WITH THE APPROVED CONSTRUCTION BEST MANAGEMENT PRACTICES WILL RESULT IN THE ISSUANCE OF CORRECTION NOTICES, CITATIONS, AND/OR STOP ORDERS.

3. ANY VEHICLE OR EQUIPMENT WASHING/STEAM CLEANING MUST BE DONE AT AN APPROPRIATELY EQUIPPED FACILITY WHICH DRAINS TO THE SANITARY SEWER. OUTDOOR WASHING MUST BE MANAGED IN SUCH A WAY THAT THERE IS NO DISCHARGE OF SOAPS, SOLVENTS, CLEANING AGENTS OR OTHER POLLUTANTS TO THE STORM DRAINS. WASH WATER SHALL DISCHARGE TO THE SANITARY SEWER, SUBJECT TO REVIEW AND APPROVAL OF UNION SANITARY DISTRICT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LITTER CONTROL AND SWEEPING OF ALL PAVED SURFACES DURING CONSTRUCTION.
5. THE FACILITIES SHOWN ON THIS PLAN ARE DESIGNED TO CONTROL EROSION AND SEDIMENT DURING THE RAINY SEASON, OCTOBER 1 TO APRIL 15. EROSION CONTROL MEASURES ARE TO BE FUNCTIONAL PRIOR TO OCTOBER 1ST OF ANY YEAR GRADING OPERATIONS HAVE LEFT AREAS UNPROTECTED FROM EROSION.
6. ALL ON-SITE STORM DRAINS SHALL BE CLEANED IMMEDIATELY BEFORE THE START OF THE RAINY SEASON BEGINNING ON OCTOBER 1ST EACH YEAR, SUBJECT TO THE REVIEW OF THE BUILDING/ENGINEERING INSPECTOR.
7. IF RAINY WEATHER BECOMES IMMINENT, GRADING OPERATIONS SHALL BE STOPPED AND EROSION CONTROL MEASURES SHALL BE IMPLEMENTED TO PROTECT DISTURBED AREAS.
8. DURING THE RAINY SEASON, ALL PAVED AREAS SHALL BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE SITE SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LADEN RUNOFF TO ANY STORM DRAIN SYSTEM.
9. CONSTRUCTION ENTRANCES SHALL CONSIST OF A MINIMUM 8" THICK LAYER OF 3"-4" FRACTURED STONE AGGREGATE UNLAID WITH GEOTEXTILE LINER FOR A MINIMUM DISTANCE OF 50 FEET, AND IS TO BE PROVIDED AT EACH VEHICLE ACCESS POINT TO EXISTING PAVED STREETS. THE DEPTH AND LENGTH OF AGGREGATE MAY NEED TO BE ADJUSTED IN THE FIELD TO ENSURE NO TRACKING OF SEDIMENT ONTO EXISTING PAVED STREETS. CONSTRUCTION ENTRANCES SHALL SLOPE AWAY FROM EXISTING PAVED STREETS.
10. INLETS NOT USED IN CONJUNCTION WITH EROSION CONTROL MEASURES ARE TO BE BLOCKED UNLESS THE AREA DRAINED IS UNDISTURBED OR STABILIZED.
11. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE PROTECTED WITH APPROPRIATE EROSION CONTROL MEASURES TO THE SATISFACTION OF THE CITY ENGINEER.
12. NO STRAW BALES OR SILT FENCES SHALL BE USED AS EROSION CONTROL MEASURES. SILT FENCES MAY ONLY BE USED AS A PHYSICAL BARRIER TO PREVENT VEHICULAR AND PEDESTRIAN TRAFFIC FROM USING NON-APPROVED ACCESS POINTS (E.G. – ALONG RIGHT-OF-WAY).
13. ALL DISTURBED AREAS INCLUDING FLAT PADS ARE TO BE TREATED WITH STRAW AND TACKIFIER AT A RATE OF 2 TONS PER ACRE APPROXIMATELY 3 INCHES THICK, APPROVED EQUAL.

ROADWAY NOTES

1. THE EXACT EXTENT OF NEW STREET STRUCTURAL SECTION TO BE INSTALLED SHALL BE DETERMINED BY THE CITY ENGINEER UPON COMPLETION OF ROADWAY EXCAVATION. THE OBLIGATION IS TO THE CENTERLINE OF THE EXISTING STREET.
2. 3 OR MORE PAVEMENT CUTS WITHIN 200 FEET SHALL RESULT IN ADDITIONAL GRIND AND AC OVERLAY OUTSIDE THE STATED LIMITS IN ACCORDANCE WITH THE CITY'S TRENCH CUT POLICY.
3. FOR THE TOP LAYER OF ASPHALT CONCRETE PAVEMENT OR OVERLAY, EACH PASS SHALL BE PLACED AGAINST EACH PRIOR PASS BEFORE THE TEMPERATURE OF THE ASPHALT OF THE PASS TO BE MATCHED DROPS BELOW 250°F. THE CONTRACTOR SHALL PLAN THE ASPHALT CONCRETE PAVING WORK TO ALLOW THE PLACING OF ADJOINING TOP LAYERS WITHOUT LONGITUDINAL COLD JOINTS.
4. PRIOR TO PAVING OF ASPHALT CONCRETE, ALL UNDERGROUND UTILITIES MUST BE TESTED AND APPROVED BY THE REGULATORY AGENCY. FINAL LIFT OF ASPHALT CONCRETE FOR ACCESS ROUTE SHALL BE PAVED PRIOR TO OPENING OF MODEL HOMES. THE FINAL TWO LIFTS OF ASPHALT (2" THICK MIN) SHALL BE DONE WITH A PAVING MACHINE.
5. APPLY A BITUMINOUS FOG SEAL COAT TO ALL STREETS AND ASPHALT OVERLAYS EXCEPT ON THOROUGHFARES WHICH MUST BE OPENED WITHIN 24 HOURS.
6. ALL POINTS OF GRADE CHANGE NOT WITHIN A VERTICAL CURVE SHALL BE ROUNDED IN THE FIELD FOR PROPER APPEARANCE.
7. CONTRACTOR OR REGULATORY UTILITY AGENCY SHALL BE RESPONSIBLE FOR ADJUSTING RIMS OF ALL UTILITIES SUCH AS BUT NOT LIMITED TO CLEANOUTS, MAINTENANCE HOLES, VALVE COVERS AND SURVEY MONUMENT COVERS TO GRADE.
8. CURB RAMPS SHALL BE INSTALLED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE LATEST VERSION OF THE STATE STANDARD PLANS (A88A & B) AND THESE SPECIAL PROVISIONS.

CURB RAMPS SHALL HAVE DETECTABLE WARNINGS IN THE FORM OF TRUNCATED DOMES IN ACCORDANCE WITH 28CFR PART 36, ADA STANDARD FOR ACCESSIBLE DESIGN, SECTION 4.29.2. TRUNCATED DOMES SHALL HAVE A DIAMETER OF NOMINAL 0.9 INCHES, A HEIGHT OF NOMINAL 0.2 INCHES AND A CENTER TO CENTER SPACING OF NOMINAL 2.35 INCHES.

THE TRUNCATED DOME WARNING SURFACE SHALL BE PRECAST REINFORCED HIGH STRENGTH CONCRETE PANELS, 7/8 THICK MADE WITH HIGH STRENGTH CONCRETE AND REINFORCED WITH HIGH TENSILE STAINLESS STEEL PRESTRESSED TENDONS, MANUFACTURED AS CASTINTACT BY MASONS SUPPLY COMPANY, OR APPROVED EQUAL. THE TRUNCATED DOME WARNING CONCRETE PANELS SHALL BE SAFETY YELLOW IN COLOR AND SHALL BE WET SET INTO FRESH CONCRETE IN ACCORDANCE WITH THE MANUFACTURERS REQUIREMENTS AND CONSTRUCTION PROCEDURES. THE CONCRETE SURROUNDING THE PANELS SHALL BE FINISHED FLUSH WITH THE PANELS AND SHALL HAVE A 1/8 RADIUS TOOLED EDGE AROUND THE PANELS.

SIZE OF THE DETECTABLE WARNING SURFACE SHALL BE 24 INCHES DEEP, MEASURED FROM THE BACK OF CURB, AND THE WIDTH SHALL MATCH THE WIDTH OF THE RAMP LANDING IN CONFORMANCE WITH THE STANDARD DETAILS.

THE LIMITS OF INSTALLING THE VARIOUS CASES OF CURB RAMPS SHALL BE AS SHOWN IN THE LATEST VERSION OF THE STATE STANDARD PLANS A88A.

9. ALL SIGNING AND STRIPING SHOWN AS EXISTING SHALL REMAIN, UNLESS OTHERWISE INDICATED ON THE PLANS. LOCATIONS OF EXISTING SIGNS, STRIPING, AND PAVEMENT MARKERS ARE APPROXIMATE ONLY. NEW ROADSIDE SIGNS SHALL CONFORM TO THE LATEST PROVISIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) 2003 EDITION, MUTCD 2003 CALIFORNIA SUPPLEMENT, THE 2002 STANDARD PLANS AND THE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR SHALL SUPPLY ALL MATERIALS FOR NEW SIGNS AND POSTS.
10. ALL STRIPING, SIGN POSITIONS, AND PAVEMENT MARKINGS SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO INSTALLATION. THE BOTTOM OF SIGN(S) SHALL BE A MINIMUM OF 7' FROM THE WALKING SURFACE IF INSTALLED IN PEDESTRIAN AREAS.

UTILITY NOTES

1. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL NECESSARY UTILITY RELOCATIONS WITH THE APPROPRIATE UTILITY COMPANY. UTILITY WORK WITHIN THE RIGHT-OF-WAY NOT INSTALLED BY THE CONTRACTOR REQUIRES SEPARATE PERMIT BY THE AGENCY PERFORMING THE WORK.
2. BUILDING PERMIT SHALL BE REQUIRED FOR CONSTRUCTION OF ALL PRIVATE UNDERGROUND STORM DRAIN LINES OUTSIDE THE PRIVATE VEHICLE ACCESS WAY, PRIVATE STREETS, EMERGENCY VEHICLE ACCESS EASEMENT, AND PUBLIC SERVICE EASEMENT.
3. ALL TRENCH BACKFILL BEYOND SHADING (6" ABOVE TOP OF PIPE) REQUIRED PER THE REGULATORY AGENCY SHALL CONSIST OF IMPORTED MATERIAL PER CITY OF FREMONT STANDARD DETAIL SD-28 AND CITY STANDARD SPECIFICATIONS.
4. PRIOR TO FINAL PREPARATION OF SUBGRADE AND PLACEMENT OF BASE MATERIAL, ALL UNDERGROUND UTILITY MAINS SHALL BE INSTALLED AND SERVICE CONNECTIONS STUBBED OUT BEYOND THE CURB TO THE POINT OF SERVICE CONNECTION. SERVICE FROM PUBLIC UTILITIES AND SANITARY SEWERS SHALL BE MADE AVAILABLE FOR EACH LOT IN SUCH A MANNER TO AVOID DISTURBING THE STREET PAVEMENT, CURB, GUTTER AND SIDEWALK.
5. SUBJECT TO THE APPROVAL OF THE CITY OF FREMONT, STANDARD FIRE HYDRANTS AND APPURTENANCES SHALL BE INSTALLED AT THE EXPENSE OF THE DEVELOPER WHERE SHOWN ON PLANS. ALL FIRE HYDRANTS SHALL BE PER CITY OF FREMONT CITY STANDARD DETAIL SD-34.
6. THE LOCATIONS OF ALL WATER AND SEWER LATERALS SHALL BE MARKED WITH THE LETTERS "W" AND "S" RESPECTIVELY ON THE FACE OF CURB AT EACH LATERAL.
7. FOR ALL CONDUITS TO BE ABANDONED ALL CONDUCTORS MUST BE REMOVED AND THE ENDS OF THE CONDUIT SHALL FILLED AND CAPPED.
8. ALL PRIVATE ABOVE-GROUND UTILITIES SHALL BE LOCATED OUTSIDE PUBLIC RIGHT-OF-WAY.

STORM DRAIN NOTES

1. SEPARATE BUILDING PERMITS ARE REQUIRED FOR CONSTRUCTION OF ALL PRIVATE UNDERGROUND STORM DRAIN LINES.

2. AN ENCROACHMENT PERMIT SHALL BE OBTAINED FROM ALAMEDA COUNTY PRIOR TO THE COMMENCEMENT OF ANY WORK WITHIN THE FLOOD CONTROL AND CONSERVATION DISTRICT RIGHT-OF-WAY AND FOR THE CONSTRUCTION, MODIFICATION OR CONNECTION TO DISTRICT MAINTAINED FACILITIES. ALL WORKMANSHIP, EQUIPMENT AND MATERIAL SHALL CONFORM TO DISTRICT STANDARDS AND SPECIFICATIONS.
3. ALAMEDA COUNTY PUBLIC WORKS INSPECTOR SHALL BE NOTIFIED 48 HOURS PRIOR TO INSPECTION. THE CONTRACTOR MUST SUBMIT EVIDENCE THAT COUNTY INSPECTOR HAS ACCEPTED ALL FACETS OF WORK TO THE CITY INSPECTOR.
4. ALL STORM DRAIN LINES WITHIN THE IN ALL PUBLIC AND PRIVATE RIGHT OF WAY AND STORM DRAIN EASEMENTS SHALL BE CONSTRUCTED OF RCP CLASS III, WITH RUBBER GASKETED JOINTS UNLESS OTHERWISE NOTED. TRANSITIONS SHALL OCCUR AT JUNCTION STRUCTURES. DIRECT RCP TO OTHER MATERIAL CONNECTIONS ARE NOT ALLOWED. ALL STORM DRAIN LINES GREATER THAN 42" DIAMETER SHALL BE DOUBLE RUBBER GASKETED. CONTRACTOR SHALL SUBMIT TO THE CITY OF FREMONT CERTIFICATES OF COMPLIANCE FOR RCP PIPE, DOUBLE RUBBER GASKETS, AND GROUT PROPOSED FOR PIPE JOINTS. ALL JOINTS SHALL BE WATER TIGHT AND ARE SUBJECT TO THE CITY ENGINEER'S APPROVAL.
5. ALL STORM DRAIN CATCH BASINS AND FIELD INLETS WITHIN ROADWAY SHALL BE PER CITY STANDARD SD-22 UNLESS NOTED OTHERWISE. ALL CATCH BASINS AND FIELD INLETS SHALL BE CAST-IN-PLACE.
6. ALL PUBLIC AND PRIVATE STORM WATER INLETS SHALL BE STENCILED WITH THE PHRASE "NO DUMPING - DRAINS TO THE BAY." STENCILS MAY BE PURCHASED FROM THE CITY OF FREMONT ENVIRONMENTAL SERVICES DIVISION AT (510) 494-4570.
7. TELEVISION STORM DRAIN SYSTEM – AFTER PLACEMENT OF THE ROCK, THE STORM DRAIN SYSTEM, INCLUDING THE MAIN LINE, LATERALS AND INTERIORS OF STORM STRUCTURES IN ALL PUBLIC AND PRIVATE RIGHT OF WAY AND STORM DRAIN EASEMENTS, SHALL BE VISUALLY INSPECTED BY MEANS OF CLOSED-CIRCUIT TELEVISION. DEFECTS MUST BE REPAIRED AND THE SYSTEM MUST BE TELEVIEWED TO CONFIRM SATISFACTORY REPAIR WORK PRIOR TO PAVING. THE STORM DRAIN SYSTEM MUST ALSO BE TELEVIEWED AFTER PAVING. IMMEDIATELY AFTER FLATWORK AND ASPHALT PUNCHLIST IS COMPLETED, AND PRIOR TO ACCEPTANCE, THE CONTRACTOR SHALL TELEVIEW THE STORM DRAIN SYSTEM AGAIN. ANY NECESSARY CLEAN OUT AND REPAIRS MUST BE COMPLETED PRIOR TO ACCEPTANCE.

VIDEO INSPECTION WILL BE DONE ONE SECTION (STRUCTURE TO STRUCTURE) AT A TIME. THE CAMERA WILL PAN THE INTERIORS OF ALL STRUCTURES AND WHEN IN THE PIPE, WILL STOP AT EACH JOINT TO ROTATE 360° TO PAN THE ENTIRE JOINT.

SPECIFICALLY DESIGNED AND CONSTRUCTED FOR SUCH INSPECTION. LIGHTING FOR THE CAMERA SHALL BE SUITABLE TO ALLOW A CLEAR COLOR PICTURE OF THE ENTIRE PERIPHERY OF THE PIPE. THE CAMERA SHALL BE OPERATIVE IN 100% HUMIDITY CONDITIONS WITHOUT CAUSING THE CAMERA TO FOG. THE CAMERA, TELEVISION MONITOR, AND OTHER COMPONENTS OF THE VIDEO SYSTEM SHALL BE CAPABLE OF PRODUCING PICTURE QUALITY TO THE SATISFACTION OF THE ENGINEER; AND IF UNSATISFACTORY, EQUIPMENT SHALL BE REMOVED AND NO PAYMENT WILL BE MADE FOR AN UNSATISFACTORY INSPECTION.

THE ENGINEER SHALL BE NOTIFIED 48 HOURS PRIOR TO TELEVISION AND MUST BE

ONSITE TO CONFIRM FLOW RATE PRIOR TO TELEVISIONING. THE CAMERA SHALL BE MOVED THROUGH THE LINE IN A DOWNSTREAM DIRECTION AT A MODERATE RATE, STOPPING WHEN NECESSARY TO PERMIT PROPER DOCUMENTATION OF THE STORM DRAIN CONDITION. IN NO CASE WILL THE TELEVISION CAMERA BE PULLED AT A SPEED GREATER THAN 30 FEET PER MINUTE. MANUAL WINCHES, POWER WINCHES, TV CABLE, AND POWERED REWINDS OR OTHER DEVICES THAT DO NOT OBSTRUCT THE CAMERA VIEW OR INTERFERE WITH PROPER DOCUMENTATION OF THE STORM DRAIN CONDITIONS SHALL BE USED TO MOVE THE CAMERA THROUGH THE LINE.

THE IMPORTANCE OF ACCURATE DISTANCE MEASUREMENTS IS EMPHASIZED. MEASUREMENT FOR LOCATION OF DEFECTS SHALL BE ABOVE GROUND BY MEANS OF A METER DEVICE. MARKING ON THE CABLE, OR THE LINE, WHICH WOULD REQUIRE INTERPOLATION FOR DEPTH OF INSERTION PIT, WILL NOT BE ALLOWED. ACCURACY OF THE DISTANCE METER SHALL BE CHECKED BY USE OF A WALKING METER, ROLL-A-TAPE, OR OTHER SUITABLE DEVICE AND THE ACCURACY SHALL BE SATISFACTORY TO THE ENGINEER.

DOCUMENTATION OF THE TELEVISION RESULTS SHALL BE AS FOLLOWS:

THE PURPOSE OF TELEVISIONING SHALL BE TO SUPPLY A VISUAL AND AUDIO RECORD OF PROBLEM AREAS OF THE LINES THAT MAY BE REPLAYED. RECORDING PLAYBACK SHALL BE AT THE SAME SPEED THAT IT WAS RECORDED. THE FORMAT SHALL BE DVD. THE ACCOMPANYING AUDIO SHALL PROVIDE A DESCRIPTION OF WHAT IS ENCOUNTERED SUCH AS JOINTS, PROBLEM AREAS, AND BROKEN PIPE. THE DVD SHALL HAVE DISPLAYED THE NUMBER OF FEET FROM THE STARTING STRUCTURE FOR EACH SEGMENT.

SECTIONS OF PIPE FROM STRUCTURE TO STRUCTURE SHALL BE AUDIBLY AND VISUALLY IDENTIFIED IN THE VIDEO USING THE SAME NOMENCLATURE AS ON THE IMPROVEMENT PLANS, E.G. "SDMH #2 TO SDMH #3" OR "STA 10+55". EACH DVD MUST BE LABELED WITH THE FOLLOWING INFORMATION: DATE, PROJECT #, THE LOCATIONS, AND TYPES OF STRUCTURES SHOWN ON THE DVD.

TITLE TO THE DVD SHALL BE WITH THE ENGINEER. THE CONTRACTOR SHALL SUBMIT A COPY OF THE DVD FOR REVIEW BY THE ENGINEER DURING THE PROJECT. THE CONTRACTOR SHALL ALSO PROVIDE A WRITTEN SUMMARY OF THE DVD WITH DIMENSIONS AND INFORMATION, SPECIFICALLY IDENTIFYING PROBLEM AREAS AND BROKEN PIPE.

TRAFFIC SIGNAL NOTES

1. ALL WORK, MATERIALS, AND EQUIPMENT SHALL CONFORM TO THE JULY 2002 EDITION OF THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD PLANS.
2. PULL BOXES SHALL BE NO. 5 UNLESS OTHERWISE NOTED.
3. THE LOCATION OF NEW SIGNAL POLES AND EQUIPMENT SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO EXCAVATION. POLES SHALL BE LOCATED A MINIMUM OF 30" FROM THE FACE OF CURB, AND A MINIMUM OF 36" SIDEWALK CLEARANCE FOR WHEELCHAIR ACCESS AND PEDESTRIAN TRAFFIC.
4. ALL CONDUIT INSTALLATION SHALL BE BY JACKING OR DIRECTIONAL DRILLING METHODS UNLESS OTHERWISE NOTED.

5. LOCATION OF POLES, PULL BOXES, EQUIPMENT, AND POSITIONING OF DETECTORS ARE SCHEMATIC UNLESS OTHERWISE NOTED. BEFORE BEGINNING ANY CONSTRUCTION OPERATION, THE CONTRACTOR SHALL CHECK FOR CONFLICTS WITH UNDERGROUND UTILITIES, OVERHEAD UTILITIES, OR OTHER OBSTACLES. IF EQUIPMENT OR POLES MUST BE RELOCATED, THE CITY ENGINEER MUST APPROVE THE NEW LOCATION PRIOR TO INSTALLATION.
6. EACH LUMINAIRE SHALL BE PROVIDED WITH A TYPE IV PHOTO ELECTRIC UNIT (PEU).
7. UNLESS OTHERWISE NOTED, ALL ITEMS REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DISPOSAL OF ALL REMOVED ITEMS.
8. ALL VEHICLE AND PEDESTRIAN INDICATORS SHALL BE LIGHT-EMITTING DIODE (LED). ALL NEW SIGNAL FACES SHALL BE PROVIDED WITH 12" SECTIONS. ALL SIGNAL HEADS SHALL HAVE METAL BACKPLATES. ALL MAST ARM MOUNTED SIGNAL HEADS SHALL HAVE SLOTTED METAL BACKPLATES.
9. THE CONDUCTOR SCHEDULE IS FURNISHED AS AN INSTALLATION GUIDE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE CORRECT NUMBER OF CONDUCTORS REQUIRED FOR THE INTENDED OPERATION.
10. ALL NEW PEDESTRIAN PUSH BUTTONS SHALL BE LOCATED 3' FROM PEDESTRIAN TRAVEL PATH LEVEL. ALL NEW PEDESTRIAN PUSH BUTTONS SHALL HAVE 2" DIAMETER ACTUATORS.
11. THE EXISTING TRAFFIC SIGNAL SYSTEM SHALL REMAIN IN OPERATIONAL CONDITION THROUGHOUT THE CONSTRUCTION PHASE, EXCEPT DURING THE TRANSFER OF THE EXISTING SIGNAL SYSTEM TO THE NEW SIGNAL SYSTEM.
12. SIGNAL POLE FOUNDATIONS TO BE ABANDONED SHALL BE REMOVED TO A DEPTH OF 2' BELOW FINISH GRADE IF LOCATED IN THE SIDEWALK PLANTER STRIP AREA AND 3' BELOW FINISH GRADE OR 1' BELOW SUBGRADE (WHICHEVER IS GREATER) IF THE FOUNDATION IS LOCATED IN THE ROADWAY (MEDIANS AND TRAFFIC ISLAND). EXISTING SURFACE SHALL BE REPLACED IN KIND.